

**TRANSPORTATION TECHNICAL ADVISORY COMMITTEE  
(TTAC)  
MINUTES OF MEETING**

**DATE:** 16 June 2004

**PLACE:** 44 N. Christian St., Suite 300

**MEMBERS PRESENT:**

Charles Douts	Lancaster County Planning Commission
Nancy Halliwell	Lancaster County Planning Commission
Paula Jackson	City of Lancaster
Spencer Stevens	Federal Highway Administration
Terry Adams	Pennsylvania Department of Transportation, District 8-0
Karen Russel	Pennsylvania Department of Transportation Central Office
Dennis Lebo	Pennsylvania Department of Transportation Central Office
Travis Martin (Alternate)	Lancaster Chamber of Commerce and Industry
Michael Ridgeway	Bicycle & Pedestrian Advisory Council
Christopher Snyder	Transportation Citizens Advisory Council
Kristine Newswanger	Lancaster Chamber of Commerce & Industry
Ralph Hutchison	East Lampeter Township
John Ahlfeld	Transportation Authority
Greg Engroff	Lancaster Airport Authority
Jay Puschak	Business and Finance Community
Joseph Holzwarth	AAA of Lancaster County
William Ebel (Alternate)	Lancaster County Conservancy

**MEMBERS ABSENT:**

Jeffrey Weaver, Jack Howell, Janet Kempf, Arlene Schulman, Larry Budney, Barry Troup, Dan Walston, Rep. Roy Baldwin, Marci Mowery, Jim Lutz, Walt Panko, Thomas Showers, Richard Esposito, Charles Maneval

**GUESTS:**

Lisa Riggs	James Street Improvement District
Bart Brown	Lancaster County Parks Department
Charlotte Katzenmoyer	City of Lancaster
Bernie Harris	Lancaster New Era
Larry Joyce	Sierra Club

**STAFF:**

Chris Neumann	Director of Transportation Planning
Carol K. Palmoski	Senior Transportation Planner
David Royer	Senior Transportation Planner
Lauri Ahlskog	Transportation Planner
Mike Domin	Heritage Planner
Christie L. Stephens	Administrative Secretary

## **ORDER OF BUSINESS:**

1. Call to Order: The meeting was called to order at 1:05 p.m. by Chairperson Charles Douts.
2. Approval of Minutes of 12 May 2004: A motion to approve the minutes was made by Paula Jackson. The motion was seconded by Nancy Halliwell. The motion passed unanimously.
3. County Municipal Transportation Grant Application Review Subcommittee: Recommendations: Greg Engroff, Chairman of the Municipal Transportation Grant Application Review Subcommittee, presented this item. Twenty-five applications were received with a combined total of \$2.2 million dollars being requested. Tables showing the applications submitted, amounts requested, and subcommittee recommendations were provided to the committee. All applications were categorized as Safety, Congestion, or Non-Motorized projects. Each project in each category received a score and were then ranked based on the score received. Table 4 reflects the project funding recommendations. The estimated funding level expected for 2004 is \$1.5 million based on the 2003 grant level. Nineteen projects, one being a carry over from 2003, are recommended for funding at \$1.47 million. Seven other projects are also recommended for funding should the grant level exceed that of 2003. Before making his recommendations to TTAC, Mr. Engroff introduced Charlotte Katzenmoyer from the City of Lancaster.

Ms. Katzenmoyer said the City is requesting TTAC to consider the acceptance of a fourth MTG application from Lancaster City in the amount of \$87,500. Based on a recommendation from a multi-use stadium traffic impact study, the City would like to place a traffic signal at the intersection of Mulberry Avenue and Harrisburg Pike. Currently, this intersection has a high volume of pedestrian traffic and vehicle traffic backs up waiting to make a left turn on to Harrisburg Pike. With the approval of the preliminary plans for the stadium, the City is concerned about pedestrian safety and traffic congestion at this intersection. The Lancaster City Planning Commission was made aware of the preliminary stadium plan approval at their meeting on 21 April 2004, after the 2 April 2004 MTG application submission deadline. The City would like to make the Walnut/Plum Streets Remove Auxiliary Lane project a lower priority, and substitute it with the Mulberry/Harrisburg Pike Traffic Signal project.

Mr. Neumann said staff reviewed the application and categorized it as an Urban Safety project. The Mulberry application received a score of 62.7%. This scoring makes the project eligible for substitution for the Walnut/Plum Street project which received a score of 65.3%. With approval of this application and substitution, the grant total for projects being recommended for funding will be \$1.505 million. This is just slightly over the estimated funding level for 2004.

Nancy Halliwell said the committee should note, by accepting this application, we are not setting a precedent for future project submissions after the deadline. Chairperson Douts said the committee should give this application special consideration due to the timing of the stadium plan approval and the importance of this intersection in relation to those plans.

Mr. Engroff made a motion to allow a one time exception for Lancaster City to change from the Walnut Street project to the Mulberry/Harrisburg Avenue project with the funding amount of \$87,500. The motion was seconded by Jay Puschak. The motion passed unanimously.

With the approval of that motion, Mr. Engroff made a motion to approve the recommended projects to be funded as amended to include the Mulberry/Harrisburg Avenue project. Mr. Engroff also included in his motion to keep Little Britain Township as a funded project. The total recommended funding amount is now \$1.504 million. The motion was seconded by Michael Ridgeway. The motion passed unanimously.

4. FFY 2003-2006 TIP Amendment for Norfolk Southern Dillerville Yard: Chris Neumann said Norfolk Southern proposed a three phase expansion of its Dillerville Yard. This additional track will provide more capacity to temporarily store train cars before they are dispatched to their final destination. From this yard, NS dispatches cars to the New Holland Secondary, to the Manheim/Lititz Secondary, and also to customers located along the Keystone Corridor, which is Amtrak's main line. Currently, when more cars come into Harrisburg destined for Lancaster than the yard can accept, the freight is unloaded onto trucks in Harrisburg. This generates additional truck traffic on our highways. If the yard can be expanded, this will reduce the amount of truck traffic and will be air quality beneficial. With this expansion, it is estimated 10 fewer one-way truck trips per day will be made to Lancaster County.

Even though this project qualifies for Congestion Mitigation Air Quality (CMAQ) funds, Environmental Protection Agency (EPA) considers rail projects to be air quality neutral. Because this project is considered to be air quality neutral, it does not have to meet Air Quality Conformity Analysis, and thus, it avoids having to go through a public review process before being presented to TTAC and the MPO.

The project cost is approximately \$2 million. The proposal is to fund this with \$1.6 million in CMAQ funds that were actually bridge funds from the Newville Bridge project. Since CMAQ funds require a local match, Lancaster County will be applying for \$400,000 from the Pennsylvania Infrastructure Bank. The Executive Director of the Planning Commission will be determining how to repay this loan from the Infrastructure Bank. Terry Adams asked if the Transportation Enhancement Grants were an option as a funding source. Mr. Neumann said Mr. Bailey will be considering a number of potential funding sources.

Chairperson Douts asked what amount Norfolk Southern will be contributing to this project. Mr. Neumann said he does not have that figure available. The committee expressed great concern over the dollar amount Norfolk Southern is committing to this project. Chairperson Douts also asked if Norfolk Southern has provided a detailed listing to show how they arrived at this cost. At this time, a cost analysis has not been provided. Mr. Neumann said we can also follow up with them to get this information. Mr. Adams voiced concern over how Norfolk Southern arrived at the cost estimate of the project. He asked who would be responsible if the project went over the \$2 million and the opposite, if the project was completed under cost. Mr. Neumann said Norfolk Southern would be responsible for any costs incurred over the \$2million. Should the project be completed under cost, the Program would benefit.

After a lengthy discussion on the benefits and costs of the project, Mike Ridgeway made a motion to support this project with indication that we will get more information on what Norfolk Southern's commitment is. He said the committee should support this project and take into consideration the committee's concern over Norfolk Southern's financial commitment. He also said we need to go forward with this even if their commitment is not satisfactory because it does have a tremendous

positive impact on truck traffic.

Mr. Adams said both he and Spencer Stevens had an understanding that Franklin and Marshall College was somehow involved in this project with intent to ultimately vacate a portion of the rail yard that would allow the college to expand. Mr. Adams said he believes he remembers that Franklin and Marshall would be somehow helping to pay the local match for this project. Mr. Adams said he did not want to delay the action on this motion but would like more information regarding the role Franklin and Marshall is playing in this project.

Chairperson Douts said he believes it would be very unfair to present this amendment to this group without being presented with the big picture of this project, if that is what was happening. Mr. Ridgeway said the motion should be amended to include all the players in this project. He said Mr. Adams makes it sound like the college has made a commitment and this a piece of information we should have for the motion.

Mr. Ridgeway amended his motion. He made a motion to support this project with indication that we will get information concerning Norfolk Southern's commitment as well as Franklin and Marshall's commitment in this project. The motion was seconded by Nancy Halliwell. The motion passed unanimously.

5. FFY 2003-2006 TIP Amendment for Transportation Enhancement Funds for the Low-Grade Line Trail: Mike Domin with the Lancaster County Planning Commission staff presented this item to the committee. There is an existing Transportation Enhancement line item on the current FFY 2003-2006 Transportation Improvement Program (TIP) in the amount of \$328,000. Mr. Domin asked the committee for their support to transfer those funds to the County of Lancaster for trail development of the Enola Branch Low Grade Rail Trail project. The existing funding was initially given to the non-profit group, Friends of the Atglenn Susquehanna Trail for this project.

The County is expected to commit to pay for all pre-construction costs at a meeting being held on 23 June. This will allow the funds from the Transportation Enhancement line item to be match with \$82,000 in state funds, for a combined amount of \$410,000 for trail development.

Larry Joyce, of the Sierra Club, expressed his concern in converting the low-grade line into a trail. Mr. Joyce would like to see the line become active again.

Michael Ridgeway made a motion to support this project with the assumption that the County will cover all pre-construction costs. The motion was seconded by Greg Engroff. The motion passed unanimously.

6. Change in Highway Functional Classification in Elizabethtown Borough: Mr. Royer said at the last TTAC meeting, Peter Whipple, Manager of Elizabethtown Borough, updated the committee on the College Avenue Extension project. In order for the project to be eligible for federal funding, the new College Avenue needs to be placed on the federal-aid system as a collector roadway. A portion of W. Bainbridge St. will be abandoned, which is currently a collector on the federal-aid system. Mr. Royer asked the committee for their support to remove this section of W. Bainbridge St, and in turn add the new College Avenue extension on the federal-aid system.

Spencer Stevens said we may not want to remove the section of Bainbridge Street right away. He advised to keep this section on until the new section is constructed in case any work is needed on Bainbridge Street, it will still be eligible for federal funds. Mr. Stevens also said it would be helpful during the review process if we provided information concerning the truck volume on this facility to show justification.

Mr. Ridgeway made a motion to approve the changing of the new College Avenue as a collector roadway so it can be added to the federal-aid system. The motion was seconded by Kristine Newswanger. The motion passed unanimously.

7. Public Comments and Responses on Draft 2005-2030 Long Range Transportation Plan (LRTP), FFY 2005-2008 Transportation Improvement Program (TIP), and Draft Air Quality Conformity Analysis (AQCA): Before Mr. Royer presented this item, Mr. Neumann asked Chairperson Douts to expand the agenda to include action on the packet of information provided to the committee. The packet requests the Committee to recommend the following items to the MPO for approval: Public Comments and Staff Responses, Air Quality Conformity Analysis (AQCA) Report, Air Quality Resolution for Lancaster County, 2005-2030 Long Range Transportation Plan (LRTP), FFY 2005-2008 Transportation Improvement Program (TIP), Procedures for TIP Administrative Actions, and the Environmental Justice Summary. All of these documents are inter-related to satisfy federal requirements.

Mr. Royer first presented the draft comments and responses. The public review period for these documents began on 13 May and ended on 14 June. The comments and responses were provided in the packet mentioned by Mr. Neumann. The first page shows comments were received from 24 people consisting of public officials, municipalities, committee members, and one member of the general public. With the MPO's approval, this document will become Appendix F of the 2005-2030 LRTP. Mr. Royer said the highlighted responses will cause some change to the LRTP. Most changes are editorial; however, Mr. Royer described key responses to the committee.

The first response was to a comment submitted by Mr. Stevens related to PA 23 asking for an explanation to be included as to why we're running a four lane PA 23 through air quality when we're only funding two lanes. Our response is we used the worst case air quality scenario and an explanation will be included in the plan. Another significant comment is on the PA 441 project in Columbia. The air quality analysis for this project shows construction in 2025 while the LRTP shows it for construction on 2015. Our response is the project was modeled in 2025 and the LRTP will be adjusted accordingly. It will be noted that the TIP and LRTP can be amended when needed to complete the project. Another person inquired if it is legal to build a two lane PA 23 on a four lane right-of-way. A PennDOT right-of-way attorney states that it is legal to build two lanes on a four lane right-of-way provided that PennDOT will eventually build the other two lanes. At the suggestion of other comments, we will be adding the following projects to Appendix B, Eligible Reserve Project Listing: a traffic signal project at PA 272 and Truce Road, a widening project for PA 222 through Willow Street, extension of Clay, Frederick, and College Avenue, and the Mulberry Street entrance to the baseball stadium in Lancaster City. Mr. Royer said the committee will have until end of day Thursday, 17 June 2004 to review the responses and submit comments on the responses.

Mr. Neumann then briefly highlighted the other documents needing the committee's approval for recommendation to the MPO. He asked the committee to approve the LRTP with the inclusion of the public comments and responses. Dennis Lebo informed the committee that a Self-Certification

Resolution was also needed for action by the MPO. Michael Ridgeway made a motion to approve all documents as presented. The motion was seconded by Greg Engroff. The motion passed unanimously.

8. Draft Management Systems Report: Carol Palmoski asked the committee to refer to the copy of the Draft 2004 Management Systems Report provided to them in their mailing. The report contains two management systems: the Congestion Management System (CMS) and the Intermodal Management System (IMS). Several comments received by Federal Highway Administration during the federal review process were taken into consideration and implemented into the report. Additions to this report from the previous report include Park and Ride, Transit, Freight, and Economic Development.

Currently, the CMS consists of 13 corridors and 41 intersections for review. From this review, we determined 5 intersections as being most congested in our county. Those intersections are PA 741, PA 462 East, Harrisburg Pike, PA 23, and US 30 eastern section between PA 896 and Gap. The corridors with the lowest congestion are PA 462 West and PA 340. Ms. Palmoski also pointed out that congestion has improved from the last report where transportation improvements did occur. These areas include: US 30 Bypass from PA 741 to PA 462 East, Fruitville Pike from McGovern Avenue to Granite Run Drive, PA 501 from PA 272 to US 30, PA 741 and PA 999 intersection improvements, and PA 23 and Centerville Road intersection improvements.

Positive highlights of the Intermodal Management System section include progress with the Paradise Rail Station project and the Lancaster City Amtrak Station project. Park and Ride lots have been identified. The Dillerville Yard Expansion project, as earlier discussed, is also identified in this report as helping to reduce truck volumes.

Ms. Palmoski asked the committee to review the report during the next 30 day review period. After the review period is complete and comments are taken into consideration, TTAC will be asked to approve this report at their September meeting for recommendation to the MPO for adoption.

9. TIP Administrative Action: Shift \$43,000 from Bowmansville Youth Hostel to Manheim Historical Society: Lauri Ahlskog gave the committee information regarding a FFY 2003-2006 TIP Administrative Action relating to the Manheim Railroad Station Rehabilitation Project. The Manheim Historical Society requested an additional \$94,000 to continue the Manheim Railroad Station Rehabilitation project. This cost increase was due to additional work items that were not included in Phases 1 & 2 of the project. These additional work items will be included in phases 3 & 4. In order to complete this project, we are transferring \$43,000 from the construction phase of the Bowmansville Youth Hostel project to the Manheim Historical Society. The Bowmansville project has a construction date of 2007. Manheim Borough is recommended to receive \$43,000 from the 2004 Municipal Transportation Grant Program for the rehabilitation project. The \$8,000 difference in funding need will be addressed in the future. No action was required for this item.

10. FFY 2003-2006 TIP Modifications: There was a minor increase to the Final Design (FD) of the Schaums Corner Improvements project. The next set of modifications includes additions to the Preliminary Engineering phase for the PA 462 corridor, Park and Ride Lots, and Fruitville Pike Intersection. Funds for these additions are coming from Snake Hill Road, Glenola Drive Signal, and Groffdale Signal projects as well as the CMAQ line item and App. 185 Reserve line item. There was a transfer of \$175,000 in CMAQ funds from Lancaster's SRTP project to the HATS TIP to form

the regional SRTP project. There was an increase to the FD costs for the Rettew Mill Road Bridge project. App. 194 funds in the amount of \$3.6 million were added to the construction phase of the US 222 Expressway project. These are additional funds to the TIP. The STP funds were removed from the FD phase of the US 30-PM2 project and added to the 2004 App. 185 Line Item.

Transit TIP administrative actions include adding the purchase of 5 vehicles to the Transit TIP being funded from the statewide reserve line item. Also it includes the purchase of two other vehicles being funded from the statewide reserve line item. Funds in the amount of \$95,000 were added to the Job Access and Reverse Commute project.

11. Transportation Action Plan: Discussions have taken place between PennDOT and staff and both have agreed the Transportation Action Plan (TAP) should be revised. Mr. Adams said the committee should first determine if they would like to continue to use the action plan. If the committee agrees to continue with the plan, Mr. Adams recommended updating the TAP to reflect projects that the committee is interested in seeing progress on. As an example, he recommends removing the PA 72 Corridor Study from the TAP. This study has been halted indefinitely and there will be no progress to report on it.

After some discussion by the committee, it agreed the TAP is a beneficial tool in reporting progress of the listed projects. It also agreed the project listing should be revised to reflect the current priorities of the committee with possible changes to the formatting of the actual table. Mr. Neumann said staff will work on developing a new TAP including project and formatting changes that will be presented in September for the committee's review.

12. Other Business & Public Participation: Mr. Neumann suggested canceling the 14 July meeting due to the lack of urgent agenda items. Mr. Adams suggested keeping the date tentatively scheduled while recognizing the meeting will possibly be cancelled. The committee agreed to keep that date open as a possible meeting date.

Travis Martin, at the request of the committee at the prior meeting, gave a brief progress report on the Lancaster Transportation Management System (TMS). A park and ride lot has been established off of Manheim Avenue by the Fruitville Pike Bridge. The lot has approximately 100 spaces and is serviced by the RRTA Trolley. TMS is working with various downtown employers including the County of Lancaster. Ridership is tracked through subscription to the service. The Susquehanna Regional Transportation Partnership has been voted into corporation and is looking to a contract with a consultant.

13. Next Meeting: **14 July 2004**

14. Adjournment: The meeting was adjourned at 2:45p.m.